to Administrative deficiency and as a result thereof the size of the scheme is to be increased manifold for example Som-Kamla--Amba irrigation scheme was sanctioned in 1977 for Rs. 4.5 Crore and now it would cost Rs. 80 Crore;

(b) if so, the details thereof and reason therefor; and

(c) by when the above scheme is likely to be completed?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) The execution of the sanctioned schemes is delayed apart from administrative deficencies due to allocation of inadequate funds by the State Governments apart from unavoidable technical reasons and unforeseen field conditions. Due to time over-runs, the escalation of prices is the main reason for increase in the cost of the project. As per the present policy, the irrigation projects are planned, formulated and funded by the State Governments as per *inter se* priorities. The Central Government gives assistance in the form of block grants and loans unattached to any sector of development or a project.

(b) Som-Kamla-Amba Project was approved by the Planning Commission in May, 1975 at an estimated cost of Rs. 4.48 crores to serve Cultivable Command Area of about 13,870 hactre. Subsequently in 1985, the project scope was revised to increase irrigation to serve Cultivable Command Area of 17,724 ha. The revised project estimate of cost about Rs. 58 crores was considered by the Advisory Committee in May, 1985 and found acceptable subject to clearance from environment and forest angle and concurrence of the State Finance and Planning Departments. The State Government has since complied with the observations of the Advisory Committee and the Planning Commission. The latest estimated cost of the project as per 1991-92 Plan Documents of the State Government is about Rs. 96.5 crores.

(c) While the cumulative expenditure on this project is reported to be about Rs. 51 crores upto the end of March, 1991, the recommended provision for 1991-92 is Rs. 15 crores. The scheme is scheduled to be completed by 1994-95.

Demand to change the route of Konkan Railway in Goa

474. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a demand to change the route of Konkan Railway in Goa; and

(b) if so, what are the details and the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The project is being executed by an autonomous body, viz. Konkan Railway Corporation (KRC). The alternative alignments of the railway in Goa were discussed by the KRC with the Government of Goa in detail. A final alignment was agreed upon which was confirmed by the then Government of Goa in December 90. This was reviewed by the Government of Goa in a meeting held on 25-3-1991 with KRC and certain minor changes were suggested which were accepted.

Extension of railway lines in Rajasthan

475. SHRI SANTOSH BAGRODIA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of extension of railway lines in different parts of Rajasthan;

(b) by when they are likely to be started and when they would be completed; and

(c) whether there is any plan to keep the railways compartments cleaner in all the classes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Construction of a

new railway line Mathura-Alwar (120 km) has already been started. A stretch of 90 km of this line falls in Rajasthan.

(b) The work is already in progress and is expected to be completed in two years time.

(c) Instructions exist that a high standard of cleanliness be maintained on all coaches. The coaches are properly attended to during Primary|Secondary maintenance and cleanliness|disinfection of the coaches is ensured. On certain long distance trains, travelling safaiwalas are provided.

High Pressure Water Jet cleaning of toilets has been introduced and cleaning of toilets etc. is also attended to at nominated stations enroute. In order to mitigate the sufferings of the travelling public "Public Grievances Redressal booths" have been opened at all important stations.

Action under Public Premises (Eviction of unauthorised Occupants) Act, 1971

476. SHRI SANTOSH BAGRODIA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that as a landlord Government can evict even authorised tenants under the Public Premises (Eviction of Unauthorised Occupants) Act 1971;

(b) if so, the details thereof; and

(c) in what manner Government propose to protect the interest of poor tenants?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI M. ARUNACHALAM): (a) to (c) Public Premises (Eviction of Unauthorised Occupants) Act, 1971 provides for eviction of unauthorised occupants only as defined in 5.2 (g) of the Act.

Criteria for deciding remunerative prices

477. SHRI PRAMOD MAHAJAN: Will the Minister of AGRICULTURE be pleased to state:

(a) what are the criteria for deciding remunerative prices for agricultural produce;

(b) whether Government are aware of large scale resentment against the remunerative prices offered to farmers; and

(c) if so, what steps Government are taking in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) Minimum Support Prices are fixed on the recommendations of the Commission for Agricultural Costs & Prices (CACP). The CACP while recommending minimum support prices, *inter-alia* considers factors, such as cost of production, changes in input prices, input-output price parity, trends in market prices, parity between prices paid and prices received etc. The prices fixed not only covers the cost of production but also provide a reasonable margin of profit.

The Government also revised the methodology for estimation of cost of production of crops to make the procurement/minimum support prices recommended by the CACP more remunerative.

(b) and (c) The farmers have the benefit of the remunerative support prices fixed by the Government or the prevailing higher market prices for their produce which ensures adequate incentive to the farmers.

Proposal to make four-lane route of Borivali Virar Section

478. SHRI PRAMOD MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to make Borivali-Virar Section a four-lane route: